

INTIMATIONS

S. MOUTRIE & CO., LTD.

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ON
HIRE

FROM

\$10 Per MONTH.

TUNING AND REGULAR ATTENTION
INCLUSIVE.

STERLING QUALITY

AND

REAL VALUE

ARE WHAT HAVE CAUSED THE IMMEDIATE SUCCESS OF

"GOLD BAND"

VIRGINIA CIGARETTES.

THEY ARE THE ORIGINAL

NON-THROAT CIGARETTES.

IF YOU ARE A HEAVY SMOKER YOU CAN SMOKE THESE CIGARETTES
WITHOUT FEAR OF ANY DEleterious EFFECTS.

ASK YOUR TOBACCONIST FOR A TIN.

MANUFACTURED BY—

WESTMINSTER TOBACCO
CO., LTD.

Hongkong, 9th June, 1916.

Bovril
develops
big reserves
of strength

IT MUST BE BOVRIL

BRITISH TO THE BACKBONE

香港中外新報

CHUNG NGOI SAN PO
(Chinese Daily Press)

PUBLISHED DAILY

Is the oldest and still immeasurably the best
Advertising medium among the
Native Community.

Established for over FIFTY YEARS

Circulates largely throughout Southern China
Indo-China, etc.Terms for Advertising (Translation free) can
be obtained at the Office, 10A, Des Voeux Road
Central, Hongkong, 131, Fleet Street, London
or from the different Agents
Documents translated from or into Classical
or Colloquial Chinese.

TO BE SHOT AT SUNRISE

would seem a welcome relief to many who
suffer the red hot pain thrusts of
neuralgia.These are the hopeless torture-wracked
beings who live in the shadow of constant
dread of the stabbing, twisting, un-
bearable sudden pains and spasms of
neuralgia.LITTLE'S ORIENTAL BALM
has relieved and cured countless thou-
sands of cases of neuralgia. Rheumatism,
sprains, strains, swelling, chest
pains, backaches, earaches, toothaches and
all other painful external maladies must
also go.It has cured so many others—it will
do the same for you.Sold at 1s. 4d. per bottle.
Agents for Hongkong:—
Messrs. A. S. WATSON & CO., Ltd.

THE TRADE OF THE EMPIRE.

MAMMOTH INDUSTRIAL FAIR FOR
LONDON.London, 7. Leipzig. This is the latest
development of Britain's great trade war
against Germany.There has always seemed something in-
congruous in the fact that an Empire
covering a quarter of the known surface
of the globe and with a population ap-
proaching 300,000,000, should have allowed
the German Leipzig Fair to achieve
such an importance without serious com-
petition.At last, however, London—with the aid
of the Empire—is determined to eclipse
Leipzig. A great Industries of the British
Empire Fair is to be held on a London
site early next Spring, or as quickly
as possible after Peace is declared. It
is to be a huge co-operative effort on the
part of the British Empire manufacturers
and merchants—not a private enterprise
or speculation."Somewhere in London" there is to
arise a spacious new "Palace of Indus-
try," capable of housing the thousands
and thousands of British Empire pro-
ducts and wares that are to be seen there.
Visitors to London who have seen the
giant Olympia building will realise the
magnitude of this new British Palace of
Industry when told that it will be no less
than three and a half times the size
of that fine edifice.The war has given slow-going John Bull
a sharp prod. It has awakened him to the
fact that younger nations and newer
methods—some of the latter none too
scrupulous—have been steadily sapping
and mining trade positions while he slept.
But there is vigor in the old country yet,
and Britain has never been in the habit
of taking blows—fair or foul—lying
down.The merchants and manufacturers in
every part of the British Empire are now
on the qui vive. The younger blood of the
far-flung Empire is setting the pace.
Australia has crushed German monopoli-
es in minerals and other raw materials
in that vast Continent. Its Premier is
over in England nursing the British trader
with some hot and strong language.
Countries that have been hitherto regard-
ed as "minors" of the Empire have re-
ached their "coming-of-age" period, and
are demanding a share in the conduct of
affairs.An important Trade Conference is to
be held in Paris shortly, and the Indus-
tries of the British Empire Fair will be
a very natural sequel. As indicative
of the new spirit abroad everywhere
where the English tongue is spoken, it
is especially interesting to note that one
of the first applications for space came
from the Egyptian Government, through
its Ministry of Education. Two large
blocks of space have already been book-
ed by Egypt for a display of Egyptian
pottery, textiles, carpets, shawls, reed
mats and chairs, artistic metal and iron
work, and other native industries for
which the new Egypt hopes to find a pro-
fitable market both in the "old world"
itself and in the countries of our Allies.
This will be far and away Britain's
biggest Trade Fair, and thousands of
Americans are certain to attend it. Many
no doubt will seize the opportunity of
combining business with pleasure, and
much good American money and many
orders will flow into the pockets of the
British Empire merchants who exhibit at
the Fair.The business side of the Fair is, of
course, the most important, and a very
strong Advisory Council representing
prominent British Chambers of Com-
merce, Trade Associations and Firms has
been appointed to control administration
and finance. There will be splendid
Winter Gardens and rest rooms to relieve
the tedium of business of the Fair, and
a feature that is certain to appeal
to many Americans will be a Model Farm
in the beautiful ground adjoining the
Palace of Industry. Here will be seen
women agriculturists at work in floral
and veg table gardens, a model dairy and
poultry run, and general farm labour.
The cost of space at the Fair is 2/6 per
square foot and applications for sites
should be dispatched now either by cable
or letter.Readers desiring further particulars of
this mammoth exhibition of British manu-
factures and products should communi-
cate with the Organising Secretary, The
Industries of the British Empire Fair,
Administration Office, Lincoln House,
High Holborn, London, W.C. Cable
address: "Palodustry," London.RUBBER COMPANY
DIVIDENDS.A final dividend of 50 per cent. (1s. per
share) less income-tax was declared at
the annual meeting of the Kuala Selan-
gor Rubber Co., Ltd., making 187½ per
cent. in all for the year ended December
31st, 1915.A final dividend of 15 per cent. less
tax, making 40 per cent. for the year, was
declared at the sixth annual general meet-
ing of the Straits Rubber Co., Ltd.For 1915 the profit of the Highlands
and Lowlands Estate amounted to
£109,343, which, with the sum brought for-
ward, amounts to £219,538. The directors
recommend a final dividend of 20 per
cent. (2s. tax), making a total dividend
of 35 per cent. for the year; place to re-
serve £15,000 (bringing the general re-
serve up to £70,000); leaving to be carried
forward £10,683.FAIR EASTERN MEN AND
THE WAR.The many friends in North China of
the following officers will note with much
pleasure (says the N.C. Daily News) that
they have been decorated with the Mil-
itary Cross—Captain J. R. C. Dent, Cap-
tain M. F. Hammond-Smith, Cap-
tain M. F. T. Reilly, all of the Royal
Inniskilling Fusiliers, and Captain D.
H. S. Somerville, Captain R. K. B.
Walker, of the South Wales Borderers.

FREIGHT MARKET.

Messrs. Snowman & Co., of Hongkong,
in their freight circular dated 10th June,
report as follows:—We last reported on the 27th ult., since
when business has been very dull all
round and, in consequence, very little
chartering has come to pass during the
interval. The political situation still con-
stitutes a drag on the market, and the
confidence necessary to charterers to go
in for fresh business on a larger scale
has as yet not been restored. The feature
of the past fortnight has been a better
demand for tonnage in the direction Sai-
gon to Hongkong, and a couple of fix-
tures have been done at rates ranging
from 40 cents to 70 cents per picul, at
which figure further business is probable.However, the slump in the Bangkok
trade may have a reactionary effect on
the Saigon-Hongkong rate, as several
boats usually employed on the Bangkok
run are now competing for Saigon-Hong-
kong freights, as well as some time-
chartered boats taken up quite recently
at high figures now offering on the market
for re-charter, so probably hindering the
rate, in the latter direction, from more
rapidly advancing to owners' ideas.Export of rice from Saigon from 1st
January to 20th May amounts to 363,363
tons, as compared with 283,620 tons for
the same period last year. Quotation for
No. 2 white round-sifted rice stands at
\$1.60 per picul f.o.b. Saigon for June-
July shipment.Saigon-Philippines.—Business is re-
ported in this direction as having been
done, outside of Philippine-owned
steamers, by the fixtures of two China
Coasters, for late June-1st half July load-
ing at 80 cents per picul to Cebu.Saigon-Java.—In consequence of the
price of rice in Saigon standing too high
for Java buyers, no charters have been
effected beyond what regular liners are
booked.Bangkok.—Since reported last, the rate
to Hongkong has steadily declined from
\$1.20, and at the time of writing nothing
better than 60/50 cents per picul is quoted
for inside/outside the bar loading, it is
said, owing to scarcity of paddy available
for export at the moment.Newchwang.—No further fixtures are
reported in the interval.
Coal freights.—Local stocks of coal
still being plentiful and sales much re-
stricted, nothing has been done in the
way of chartering in the direction Japan
to Hongkong.Fixtures Reported.—Hongkong-Saigon
\$6.50 and Hongkong-Cebu \$32 per ton.
Sail Tonnage Loading or to Load.—nil.

GERMAN DISCONTENT.

THE VERDUN FAILURE.

The suspicion that the disorders in Ber-
lin on May 1st were grave is confirmed
by various reports which have leaked out
through Switzerland, where, despite the
severe measures along the frontier, a
certain number of travellers have been
heard, who declare that the rioting was
on a considerable scale in the quarter
they inhabited. Three times a big mob
of women and children had to be dispersed
by the police. The third time troops had
to intervene and machine-guns were used.
More than 30,000 persons were assembled
in the Gardens at Potsdam.Grave disorders are also rumoured to
have taken place at Leipzig and other
towns. The German authorities have
made every effort to prevent the news
crossing the frontiers, and for three days
hardly any German papers have entered
Switzerland.Such as did arrive contained accounts
of events on May 1st as marked by only
mild demonstrations.Among the causes exciting the German
public to the highest degree of discontent
is the news gradually spreading that the
attack on Verdun has ended in total
failure.Meanwhile, the transport of the tired
troops from the French to the Russian
front to attempt to secure fresh victories
there is causing serious misgivings. The
women are clamouring for the end of the
war and the return of their husbands and
sons. Discouragement among the younger
officers is also evident from a letter which
is printed in the Swiss paper, *Basler
Nachricht*. This paper has hitherto
been notoriously pro-German, and the
letter is therefore the more remarkable.The young officer, who has been fighting
at Verdun, writes to a friend in Switzer-
land under date April 15th:—"My easy days, as an officer in the
Information Service are over. Our losses
among officers at Verdun have been so
heavy that I was transferred to the com-
mand of the 5th company in my regiment."I am with my company now, buried in an
underground den in an advanced outpost
position. I had seen many engagements
in this war, but I never witnessed such
ferocious fighting, such indescribable
things as these combats on the banks of
the Meuse. I give up depicting them to
you to save your mind from being haunted
with such horrors. We are day and
night under an incredible tempest of
shells from the French guns. The enemy's
resistance is wonderful. We attempted
an attack on April 11th to capture an
enemy's trench. After twelve hours' shell-
ing from our batteries we got orders to
rush for the enemy's trenches, but as soon
as our infantry attempted to move the
French machine-guns started spitting
fire at us. Our first line was literally
mown down. The French then battered
the position with such a hail of shells that
it was impossible to continue our ad-
vance. We are now 100 yards from the
French lines, but all our roads and ap-
proaches are under the enemy's fire, and
we are unable to bury our dead or even
pick up our wounded. As for our rations,
they reach us sometimes, but often not.
The men equipped with the bringing up
of supplies are constantly shot down, and
few of us have any hope of getting out of
this hell alive."Stories like this have a depressing
effect on the public mind in Germany,
where indignation is growing at the fur-
ther prospect of futile slaughter.—Daily
Telegraph.

MILITARY SERVICE BILL.

AN EXPLANATION OF THE
CLAUSES.The text of the Military Service Bill
was published on May 7th. It is a
characteristic example of the modern
practice of legislation by reference—in
this case chiefly to the Military Service
Act, 1916, and the Territorial and
Reserve Forces Act, 1907. The following
simple explanation of the effect of each
clause is given:—

1. Compulsion is extended to all male
British subjects between the ages of
18 and 41 who are ordinarily re-
sident in Great Britain, Ireland,
being excluded. Youngs will be sub-
ject to the Bill as they reach the
age of 18 hereafter. All persons
affected by the Bill will have 30
days' grace before the law is applied
to them. There is still an oppor-
tunity, therefore, for men to enlist
voluntarily.
2. The service of men now serving,
whose ordinary period of service
would otherwise expire, such as
four-year Territorial, is extended
for the duration of the war.
3. (a) Time-expired men who have left
the Army already are to be recalled to
the colours if they are under 41.
(b) The Army Council are given the
power to review the medical certi-
ficates of the men who have been
rejected on medical grounds since
August 14, 1915.
4. The procedure for the granting of
certificates of exemption is simpli-
fied for the purpose of avoiding
unnecessary delay in taking cases
from tribunal to tribunal.
5. Under the original Act, where a cer-
tificate of exemption ceased to be in
force the holder was given two
months' grace in which to seek
another certificate before being com-
pulsorily enlisted. The period is
now reduced to two weeks. The ob-
ject of this is to prevent indefinite
prolongation of such periods of
temporary exemption.
6. Every man must take all reasonable
steps to obtain the necessary infor-
mation as to the date of his calling
up.
7. In order to prevent absenteeism, a
constable or any person with autho-
rity from the Army Council can re-
quire the holder of a certificate, to
produce it or give particulars of it.
If any man fails to comply with
this provision or gives false parti-
culars, he will be liable to a fine of
£20 or to three months' imprison-
ment.
8. A technical difficulty is cleared up
by the provision that notices served
shall not be deemed to be invalid
on the ground only that they were
served before the Act came into
operation or before a man became a
member of the reserve.
9. There is to be a special reserve, to
which men in the Army or the
Territorial Forces may be trans-
ferred, when this course appears to
be expedient in the interests of the
country. The intention is that men
in this reserve would be employed
in civil life, and would be immedi-
ately available for military service
in case of necessity.
10. The existing provision for the main-
tenance of the rate of pay of a
soldier transferred from one arm of
service to another is not to have
effect, except in cases approved by
the Army Council.
11. The restrictions under which Terri-
torials cannot be transferred to any
other corps of Territorials or into
the Regular Forces, without their
own consent, are removed. The
object of this is to secure that
battalions which are undermanned
shall be made up to strength from
others which are now full to over-
flowing.
12. Power is given to form Territorial
corps for more than one county.
13. The liability of Territorials to serve
outside the United Kingdom is con-
tinued throughout the war.
14. The Act may be cited as the Military
Service Act, 1916 (Session 2).

GERMAN MEMBERS OF THE
BALTIK.

A DRASTIC DECISION.

In deference to voting by the members,
the directors of the Baltic Shipping and
Mercantile Exchange have decided to
end their piecemeal methods of dealing
with the membership of persons of Ger-
man birth. They resolved not to receive
renewals of subscriptions of any such
persons, whether naturalized or not.This decision goes much farther than
any of the previous attempts to deal
satisfactorily with the enemy alien ques-
tion. The first step taken by the direc-
tors after the outbreak of war was to
exclude all unnaturalized persons of
enemy origin from the Exchange. Then,
when the sinking of the *Lusitania*
aroused deep anti-German feeling, the
directors were forced to exclude all nat-
uralized persons of enemy origin and
their clerks, unless the former were over
30 years of age or had sons serving in
His Majesty's Forces.Finally, the torpedoing of the *Sussex*
and the death of two members in the
ship raised the question of excluding
even those members—some 20 in number
who had escaped the previous winnow-
ing process. These by the above decision
will in due course cease to be mem-
bers, including those whose membership
of the Exchange had, after the sinking
of the *Lusitania*, been merely suspended.
A distinction has now been drawn be-
tween persons of German birth, whose
membership will cease, and persons of
Austrian and Turkish birth, whose mem-
bership is simply suspended during the
war. It is to be feared that the decision
may react hardly on certain persons of
German birth who may condemn just as
severely as any of English birth the Ger-
man ideas of fighting, but one foul in-
cident after another has served to harden
opinion in favour of the elimination of
the German influence once and for all.ALLEGED TRAFFICKING
IN ARMS.SENSATIONAL CHARGES IN
U.S. COURT, SHANGHAI.At the U.S. Consular Court, Shanghai,
on June 6th, Augustus M. Baldwin was
charged with that "on or about April
20th he received \$25,000 (Mex.) to be paid
out or refunded under certain conditions,
that he failed to account for the said
\$25,000 and is guilty of embezzlement by
bailee, against the laws of the United
States." The warrant was sworn by one
Wang Yun-kum, whose address is given
as 122, Szechuen Road, and was served on
the previous Friday evening as the tender
for the *Shingyu Maru* was about to leave
for the Municipal Jetty, by Major C. P.
Holcomb, United States District
Attorney.Mr. C. P. Holcomb, District Attorney,
prosecuted and Mr. W. S. Fleming de-
fended. Mr. S. Fessenden watched the
case on behalf of the Chinese complain-
ant. On the application of Mr. Fleming,
the case was adjourned until Thursday
afternoon.Inasmuch as the case involves traffick-
ing in arms, it promises to be an interest-
ing one (says the N.C. Daily News), es-
pecially for the complainant, as the evi-
dence to be presented will endeavour to
show that he had undertaken to purchase
1,000 rifles and ammunition at \$50 each.
Whether or not Wang was acting on be-
half of the Republican party cannot now
be stated.A warrant was also sworn against one
L. Crowell, and Mr. C. H. Williams,
Marshal of the United States Consular
Court, had an exciting midnight chase in
a launch to Woosung on Friday night in
an attempt to arrest Crowell, who, how-
ever, succeeded in getting away on the
Shingyu. Mr. Williams lost several hours
trying to find a launch, and when he did
arrive at the anchorage outside Woosung,
with his warrant in hand, the Japanese
authorities and accompanied by an officer
from the Japanese Consulate, it was 1.30
o'clock on Saturday morning, and the
steamer had already departed. Whether
Crowell will be taken in custody at Naga-
saki and extradited, is not yet known.
Crowell is alleged to be the man who en-
gineered the deal, and there are said to
be at least three other foreigners con-
cerned.It is said that the Chinese complainant
was negotiating with Crowell for the
purchase of 1,000 rifles and ammunition
at \$50 each, the arms being on board a
junk or lighter in the river. The owner
of the arms, it is stated, refused to show
them until he had first seen half of the
proposed purchase price, and as the
Chinese purchaser, the complainant, felt
that he could not trust Crowell, Baldwin
was called in and the negotiations were
conducted through him. Such is the
allegation.The Chinese complainant, learning that
both Crowell and Baldwin were about
to leave on the *Shingyu Maru* on Friday
night, had the warrants issued with the
result as already told.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

- LEAVE
- 1.—No. 1418 Bombr. M. Railton is
granted 6 weeks' leave with effect
from 13th inst.
 - No. 1070 Pte. W. Manning is grant-
ed 2 months' leave with effect from
14th inst.
 - No. 1730 Pte. M. M. Maas is grant-
ed 2 months' leave with
effect from 14th inst.

PARADES.

- 2.—Parades for Monday, 12th inst., nil.
- Parades for Tuesday, 13th inst.:
5.10 p.m. Centre Section M.G. Co.
(Kowloon residents) M.G. drill at
Kowloon Docks.
- 5.15 p.m. Centre Section M.G. Co.
(H.K. residents) M.G. drill at
Headquarters.
- 5.30 p.m. Right Section M.G. Co. at
Headquarters.
- 5.30 p.m. Recruits of all units
Squad drill at Headquarters,
under S.M. Higby.
- 5.30 p.m. Stretcher Bearer Section,
Instruction at Headquarters.
- 5.30 p.m. Left Section M.G. drill at
Headquarters.
- 5.30 p.m. Signaling Section "A,"
"B," and "C" Classes Cause-
way Bay (if fine), Headquarters
(if wet).
- 5.30 p.m. Scouts Co. No. 4 Section
Musketry—Instruction at Head-
quarters.
- 5.30 p.m. Mounted Section on Polo-
Ground, under Staff Sergeant
Talbot.

DETAIL.

- 3.—On duty to night: Scouts Company.
- On duty to-morrow: Centre Sec-
tion M.G. Co.
- Next for duty 14th inst.: Civil Ser-
vice Co.
- Order Officer to 15th inst.: Lieut.
Lindell.

A. F. CHURCHILL, Capt.,
Adjutant, H.K.V.O.

HONGKONG POLICE RESERVE.

EQUIPMENT BOARD—AMENDED ORDER.

Tuesday, June 13th.—Only those members
of No. 1 Company who have not yet
attended will appear before the
Board on this date. The Staff will
attend as already ordered.Wednesday, June 14th.—All details of
Nos. 2, 3, 4, and Ambulance Com-
panies and other units (other than
Staff and No. 1 Company) will at-
tend on this date.Section Commanders will warn their men
who have not yet attended. The
sitting of the Board will terminate
on June 14th.

BAND PRACTICE.

Tuesday, June 13th, at 6.15 p.m. sharp.
Friday, June 16th, at 6.15 p.m. sharp.
F. C. JENKIN,
D.S.P. (R).

NEW ADVERTISEMENTS

TO LET.

FOUR ROOMS at the Upper Terraces with usual Servants' Quarters. Very convenient. Electric Light and Water Carriage System. Apply to—
PEAK TRAMWAYS Co.
[790]

NOTICE.

THE Partnership heretofore subsisting between **Mr. FREDERICK ENDELL ROSSER** and **Mrs. THELMA MAGDELENA BROTHERTON HARKER**, carrying on business as Architects and Surveyors at Victoria, Hongkong, under the style or firm of "HARKER and ROSSER," has been dissolved by mutual consent as from the 6th day of May, 1916, and the business as from the said 6th day of May, 1916, will be carried on by the said **FREDERICK ENDELL ROSSER** under the name of **F. ENDELL ROSSER**.
Dated this 8th day of June, 1916.
TH. M. BROTHERTON HARKER,
F. ENDELL ROSSER.
[791]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

WHITSUN-TIDE HOLIDAY.

NOTICE IS HEREBY GIVEN that all **FIRE INSURANCE OFFICES** will be **CLOSED** for the **Transaction of Public Business** **TO-DAY (MONDAY), the 12th June, 1916**.
By Order,
A. R. LOWE,
Secretary.
Hongkong, 9th June, 1916. [788]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

WHITSUN-TIDE HOLIDAY.

NOTICE IS HEREBY GIVEN that all **MARINE INSURANCE OFFICES** will be **CLOSED** for the **Transaction of Public Business** **TO-DAY (MONDAY), the 12th June, 1916**.
By Order,
A. R. LOWE,
Secretary.
Hongkong, 9th June, 1916. [787]

NOTICE.

ADVERTISER has a **DOG** which was picked out of the Harbour on **FRIDAY** afternoon, a little to the West of the Star Ferry track. Dog will be returned to owner if he will apply to "HONGKONG DAILY PRESS," describing the animal and its collar.
Apply—
Box No. 10,
Care of "Daily Press" Office.
Hongkong, 9th June, 1916. [789]

NOTICE.

WE, the undersigned, have this Day established, ourselves, as Import-Export Merchants and Commission Agents under the name and style of **KITTING & Co., (裕記洋行)** at No. 10, Des Voeux Road, Central.
U. KITTING,
U. TONG.
Hongkong, 10th June, 1916. [784]

NOTICE.

REUTER, BROCKELMANN & Co., (In Liquidation).
CREDITORS are required to send in their Claims against the above to the Under-secured, St. George's Building, Clatter Road, on or before **FRIDAY, the 20th June, 1916**.
SHEWAN, TOMES & Co.,
Liquidators.
Hongkong, 1st June, 1916. [757]

NOTICE.

WM. MEYERINK & Co., H. TIMCKE.
ALL CREDITORS are requested to send in their Claims to the undersigned on or before **30th June, 1916**.
ALEX. ROSS & Co.,
4, Des Voeux Road,
Liquidators.
Hongkong, 31st May, 1916. [754]

WANTED.

FOREIGN ASSISTANT for Book Office of Local Shipping Company. Previous experience essential.
For particulars apply to—
"BOOK OFFICE,"
Care of "Daily Press" Office.
Hongkong, 10th June, 1916. [785]

WANTED.

BRITISHER seeks Employment, temporary or otherwise. Many years' experience in the East. Excellent references and testimonials. No objection to outposts.
Apply—
Care of "Daily Press" Office.
Hongkong, 30th May, 1916. [746]

WANTED.

FOR Singapore, CHINESE CLERK with a good knowledge of Chinese Characters; thorough knowledge of English essential; would be required mainly for translation work.
Apply—
Care of "Daily Press" Office.
Hongkong, 30th May, 1916. [741]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER, 1915. With Index. Price \$7.50.
On Sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 10th March 1916.

HOUSES TO LET

TO LET.

PREMISES at present occupied by **CHS. J. GAUPP & Co.,** Alexandra Buildings, Clatter Road.
Apply on premises or to—
LOWE, BINGHAM & MATTHEWS,
Liquidators.
[705]

TO LET.

GLENSHIEL, 141, PEAK. Partly furnished if required; suitable for a Mess.
For all details apply to—
"GLENSHIEL,"
Care of "Daily Press" Office.
[783]

TO LET—FURNISHED.

NO. 129, THE PEAK, from middle July to middle October.
For particulars apply—
No. 9,
Care of "Daily Press" Office.
[780]

TO LET.

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[788]

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NO. 26, BELLILIOS TERRACE, with saloons on Connaught Road.
TWO GODOWNS, in Duddell Street.
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NO. 59, THE PEAK (5 CAMERON VILLAS).
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3rd Floor, Alexandra Buildings.
[35]

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HONGKONG HANSDA REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session, 1915.
REVISED BY THE MEMBERS.

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DAILY PRESS OFFICE.
Hongkong, 25th February, 1916.

NOTICES TO CONSIGNEES

S.S. "MAGELLAN."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Le don in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the basements and/or other Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before **NOON TO-DAY,** requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after **TUESDAY, the 3rd June, at NOON,** will be subject to rent and landing charges.
All Claims must be sent in to me on or before the 8th June, or they will not be recognized.
All damaged packages will be examined on **THURSDAY, the 8th June, at 10 A.M.**
No Fire Insurance has been effected.
P. THOMAS,
Agent.
Hongkong, 3rd June, 1916. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "NAGOYA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
This vessel brings on Cargo—
From London, &c., ex ss. "Medina."
From Persian Gulf, ex ss. B. I. S. N. and E. & F. S. N. Co.'s Steamers.
Optional packages will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.
E. V. D. PAER,
Acting Superintendent.
Hongkong, 2nd June, 1916. [1]

INTIMATION



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MARRIAGES.

FRASER-FINCH.—In the Cathedral Church of Our Saviour, Peking, by the Bishop in North-China, on May 27th, and at the British Legation, by H.B.M. Minister on May 31st, **DAVID STEWART FRASER,** to **ELSIE LAVINIA FINCH.**

GARNER-CRAWFORD.—At H.B.M. Consulate-General, Shanghai, on June 3rd, and afterwards at Holy Trinity Cathedral, by the Dean, LEIGH, son of ARTHUR GARNER, of London, late of Melbourne, to **ELEANOR,** daughter of the late **WILLIAM CRAWFORD,** of Greenock, Scotland.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 12TH JUNE, 1916

OUR DUTY.

The Colony is anxiously waiting to learn what action the Committee of the Y.M.C.A. will take in view of the statements made by Mr. M. J. D. STEPHENS in the interview with a representative of the Daily Press that was published in our columns on Saturday. The general consensus of opinion is undoubtedly that the scheme for erecting a building for the Association in Hongkong at the present time ought to be abandoned. As we have pointed out on more than one occasion, the Y.M.C.A. is doing splendid work in many parts of the World and there is no reason to question that such an organisation, well-endowed and suitably equipped, would have a good influence in this Colony. For some time past its activities have admittedly been greatly restricted by lack of funds. Under normal conditions, therefore, we feel confident that the appeal made by H.E. the Governor would have met with a thoroughly sympathetic response. All will agree that Sir HENRY MAY was actuated by the very best motives in his endeavour to stimulate a movement for the benefit of the Colony towards the progress of which his whole life's work has been devoted. The fatal mistake lay in the attempt to divert our thoughts to purely local affairs when the needs of the Empire demand our undivided attention. We are British subjects first and residents of Hongkong afterwards. Our

correspondence columns during the last few days have shown that there is a patriotic fervour, simmering beneath our apparent nonchalance, which only requires a little fanning to burst into a bright flame. Hongkong has certainly not done all that it might do on behalf of the war; on this point we most emphatically agree with Mr. STEPHENS. In the absence of any rallying cry it is only to be expected that we should gradually slacken in our efforts, but now if the feeling which has been aroused by the Y.M.C.A. appeal can only be directed into a proper channel the result may be such that few will regret that appeal having been made. There are some, we know, who argue that we have not done "so badly" in our support of the war funds. The use of such weak and inconclusive language simply shows that we are not awake to the vital and pressing needs of the situation. The tendency of such statements, as Sir EDWARD CARSON said in the vigorous lead he gave to the House of Commons on the subject of Conscription recently, "is to leave the Country under the impression that because we have done so much there is nothing more that we really can do. The question is not what we have actually done but whether we have done enough." Because we are so fortunate as to live far from the field of action and the effect of the war is so little felt in our daily lives, we must not imagine that the struggle is over. The longer it continues the greater should be our sacrifices, and who can honestly say that we have made any real sacrifices so far? Our neighbours in Singapore are continually setting us a worthy example. When one appeal has been successfully launched they immediately make arrangements for issuing another. They may be richer than we are, but as His Excellency has reminded us, we are prosperous, and it cannot be denied that so far we have only skimmed the cream off our superfluity. Our initial efforts, however, seem to have left us exhausted, or rather complacently self-satisfied, and we are ready to retire from the contest before the last round has been commenced. How proud we should have been had a battleship provided by us, played the part in the recent naval fight which H.M.S. Malaga played. The means at our disposal may not permit the purchase of warships, and nothing is further from our desires than to destroy, by pointing to the unattainable, the unanimity with which, we trust, some action may now be taken; but, while there are many ways in which we can help, it is essential that we should have some definite goal in front of us if the best results are to be secured. In criticising the project for a Y.M.C.A. building one or two of our correspondents have advocated alternative schemes. Several of these, in ordinary times, would command our heartiest approval, especially that for the provision of an exclusively European hospital in a suitable locality, but at this moment they are all open to the same objection which has been brought with such force against the original proposal. We are engaged in a terrible war and our whole energies should be directed towards helping our Country to bring it to a speedy and successful conclusion. It is unpatriotic, nay it is suicidal, to imagine, as some apparently do, that we in Hongkong are a people apart, and that the war will be won without our concerning ourselves overmuch in the matter. Even if the statement attributed to His Excellency be true, that the Red Cross Society has plenty of money at its disposal it must be remembered that a cessation of contributions on these grounds would compel the Society to discontinue its merciful activities in less than a month. The war continues, and while it does continue money will have to be spent in an ever-increasing ratio. The fact that there may be some wastage cannot be accepted as a justification for drying up the wells of our charity. Who could avoid wastage with a daily expenditure amounting to upwards of five millions sterling? But assuming that for any reason one particular Fund fails to enlist our sympathies there are numerous others appealing for support from which we can make our choice. There are, for example, thousands of ill-fed British prisoners in Germany who need our help and are likely to need it in ever-increasing measure as the effect of the blockade is felt, for in dealing with them the Germans are not likely to be actuated by any chivalrous sentiments. Millions of Belgians, who sacrificed their all in our cause, are dependent upon charity for their daily bread, and

millions of Serbians, also, are destitute fugitives. Subscriptions are required for the splendid hospital which is being built for our own maimed and incurable soldiers at Richmond. In these and a hundred and one other directions, apart from the provision of means for carrying on the war, there is abundant scope for our activities. Before we say that we have done all that we can do let us examine our position in the light of the position we should be in had we remained in England. That is the true test. Those of us who are of military age would be obliged to liquidate our businesses and risk our lives in the trenches, while our wives and families were left behind to eke out an existence on a soldier's separation allowance. Others who, by reason of age or physical disability, were unfit for military service would in many cases have to pay twenty-five per cent. of their incomes in taxation. How, then, can we talk of the sacrifices we have made? The recent Y.M.C.A. appeal has shown that there is still plenty of money available. All we need is a vigorous lead and a practical organisation to secure it for the only thing that matters at the moment.

Mr. Barjona de Freitas, Portuguese Consul General at Shanghai, left on the 4th inst. by the *Kamo Maru* for Lisbon, on six months' leave.

It is notified in the *Gazette* that the First Kowloon Troop of Baden Powell Boy Scouts has been exempted from registration under the Societies Ordinance, 1911.

Amongst those who left Singapore by the Japanese Mail on the 31st ult. was Mr. J. T. Lloyd, who serves has active life in the Straits Settlements after nearly half-a-century's connection therewith.

Observations made at the Royal Observatory during May show that the mean temperature was 78.1. There were 194.2 hours of sunshine, 12,935 inches of rain, and the mean velocity of the wind was 12.2 miles per hour.

Capt. William Paton, late Shanghai pilot, has retired (says the *N.C. Daily News*), and left for Dumfries at the close of last week, travelling by Vladivostok and Siberia. The good wishes of many friends will follow him into his leisure moments.

The rainfall for May recorded at the Botanical Gardens was 11.65 inches on fifteen days. At the Matilda Hospital, Mount Kellett, it was 10.32 inches on fourteen days, and at the Police Station, Taiipo, 12.3 inches were recorded on twelve days.

The Union Church Ladies' Working Party are preparing a box of clothing to be sent to British prisoners in Germany. Contributions of money or goods will be very gratefully received by Mrs. Macdonald at the Mansel, Kennedy Road, or by the Hon. Secretary, Mr. Hickling, 5 Morrison Hill.

The partnership between Mr. Frederick Endell Rosser and Mrs. Thelma Magdeleena Brotherton Harker to have been carrying on business as architects and surveyors, under the style of Harker and Rosser, has been dissolved by mutual consent, and, in future, the business will be carried on by Mr. Endell Rosser under his own name.

A house occupied by a Portuguese family, at 31, Moscor Junction, collapsed on Friday night. There was a good deal of excitement in the neighbourhood, and loud cries were heard which attracted the attention of P.-c. Castro (erve). On arriving at the house, he found that portions of the roof were still falling, but in spite of a heavy shower of rain, and mortar, he rescued all the occupants. Fortunately, the Reserve had also presence of mind to turn off the gas, and later he summoned assistance. Police Reservists arriving from the spot. No-one was injured.

Mr. Denman Fuller will give of a series of recitals of popular songs at 9.15 p.m. in St. John's Cathedral Thursday evening next. Grammes will consist of absolute, rather than strictly classical. The soloist on Thursday evening Miss Wilkes, who has met success at the few appearances made during her stay in the city, will sing the popular air, "Bright and Fair," and a soprano from Mendelssohn's "Elijah." Wilkes is shortly leaving for the last time, and will be seen in the popular fan "Storm," and Batiste's probably better known as "Song of Hope."

THE WAR.

RUSSIA'S GREAT THRUST.

HUGE CAPTURES OF MEN AND MATERIAL.

"HAMPSHIRE" WAS MINED.

ENEMY ACTIVE ON BRITISH FRONT.

ITALIANS MAKE A RECOVERY.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

FIGHTING ON BRITISH FRONT.

MUCH MINE WARFARE.

LONDON, June 11th.

General Sir Douglas Haig, in a *communiqué*, states:—The chief centre of activity has been about Ypres, where there have been heavy artillery bombardments. The enemy heavily shelled trenches north of the Ypres and Comines railway between one and three in the afternoon, and also our positions west and north of Hooge all day. There have been no infantry actions in this region. Our artillery bombarded enemy positions about La Boisselle, Arras and Loos. Our trenches in the region of Couches and Angres were heavily shelled. There has been some reciprocal mining activity at the Hohenzollern Redoubt and the Quarries. We exploded a mine at Cuinchy, considerably damaging enemy trenches. The enemy sprang two mines south of Virestrat and the Wytshachte road damaging ours and their trenches. Hostile aeroplanes, after these explosions, ineffectively bombed our trenches. Further reports of the raid by the Gloucesters south of Neuve Chapelle show that we inflicted considerable loss on the enemy, and a party of Engineers accompanying the Gloucesters greatly damaged enemy trenches.

RELATIVELY QUIET.

PARIS, June 10th.
8.10 p.m.

A *communiqué* states that the bombardment at Avocourt has been mutual. The artillery on both sides have been active at Thiaumont. Elsewhere on the right of the Meuse it has been relatively quiet.

ACTIVE ARTILLERY DUEL.

PARIS, June 11th.
2.00 a.m.

A *communiqué* states: The artillery duel on the northern front at Verdun has continued most active on both banks of the Meuse. There has been no infantry action.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ENEMY DEFEAT.

ITALIANS MAKING PROGRESS.

ROME, June 11th.

A *communiqué* states:—After a grave defeat with enormous losses on the 8th the enemy on the 9th was confined actively to cannonading. The Italians replied most effectively, shelling masses of troops, which were surprised by the bombardment of the Italians. The Italians have made progress in the Astico and Posina valleys and on the western slopes of Mount Cengio. They have also continued their methodical advance in the Upper Botte and Anasi valleys.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

AUSTRIAN SUBMARINES ATTACK TRANSPORTS.

ONE VESSEL SUNK WITH HALF THE TROOPS.

ROME, June 10th.

Two Austrian submarines attacked three Italian troopships, which were escorted by torpedo-boats, in the Lower Adriatic, and sank one of the troopships, about half the troops on board being lost.

[THROUGH REUTER'S AGENCY.]

"KITCHENER ABOARD!" TRAGIC TALE OF "HAMPSHIRE" DISASTER.

LONDON, June 10th.

Vessels that have arrived at Aberdeen from the Orkneys state that Earl Kitchener embarked at the extreme north of Scotland at 7 o'clock on Monday evening. A gale was blowing on the rocky coasts of the Islands. The disaster occurred at 8 o'clock in the evening. A patrol about an hour later reported seeing a warship afire. It apparently blew up and sank in 20 minutes after the fire was sighted. People ashore saw four boats launched, but they were battered to pieces on the rocks. That containing Lord Kitchener and staff is believed to have been swamped by the terrific seas.

Vessels were instantly summoned but found no trace of the warship. The Captain's gig was found stranded and empty. A raft with 12 survivors was found at the foot of the cliffs. The men were exhausted. Some murmured "Kitchener aboard," and then fell asleep.

Seventy-five bodies were found on the cliff, some being still warm. They were hauled up by ropes. Some of the bodies were minus finger and toe-nails, which had apparently been lost in desperate efforts to climb the cliff. The bodies were buried at Stromness with honours.

FUNERAL OF COLONEL FITZGERALD.

The funeral of Lieut. Colonel Fitzgerald (Lord Kitchener's Personal Military Secretary) took place with military honours at Eastbourne to-day. It was preceded by a service at St. Matthew's, Westminster. Commander Kitchener, R. N. (nephew of Lord Kitchener), Sir R. H. Brade, General Sir W. R. Robertson, and representatives of Field-Marshal Lord French and the War Office attended.

"HAMPSHIRE" WAS MINED.

AND SANK IN TEN MINUTES.

LONDON, June 10th.

The Admiralty announces that it is now established that the *Hampshire* struck a mine at eight in the evening and sank in ten minutes.

The *Hampshire* was escorted by two destroyers, which eventually became detached owing to the heavy seas.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ENEMY LOSSES TOTAL 200,000.

LINE COMPLETELY BROKEN.

PETROGRAD, June 11th.

The enemy losses up to the present are estimated at 200,000.

The Russians in the Styra and Styrpa region have regained all the ground lost since September 1915. The enemy's Galician front from Buczacz to the Dniester has been completely broken. The Russians have crossed the river Zlota, which is a few miles westward of and parallel with the Styra, and are advancing on the river Golden Lipa which is ten miles from the Zlota. It is believed that the Germans are reinforcing the Austrians from the Vilna and Lida front, but not to a great extent. Thousands of prisoners have been brought to Rovno, and they are described as being in good condition and well-clothed. The Austrians in many cases are asking to be separated from the Germans.

[THROUGH REUTER'S AGENCY.]

"INSUPERABLE" DEFENCE.

HOW RUSSIANS BROKE THROUGH THEM.

TRAINS OF TROOPS AND SHELLS CAPTURED.

PETROGRAD, June 10th.

The Russians occupy the whole of the triangular fortified position formed by Kolki, Lutsk, and Olyka, which is strategically most important as the connecting centre between Polissie, Volhynia, Poland, and the roads to Galicia and Bukhovina.

The Russians fought their way to Lutsk, a distance of 25 miles, in three days, through forests and marshlands, over battered defences which the enemy, for Rumanian consumption, boasted to be "insuperable." Only a few days ago the German organ in Bukharest ridiculed the "myth" of a Russian irruption into Galicia.

The total unexpectedness of the onslaught is confirmed by Austria officer prisoners, who state that on the eve of the attack they were celebrating the German "victory" in the North Sea.

One of the most effective of the Russian surprises was the capture of the railway station with staff. About a quarter of an hour later a train arrived full of troops and supplies, and all were captured. In the course of an hour, a train of shells fell into the Russian hands.

Practically the whole of an Austrian Division surrendered at one point, including two Generals.

In Petrograd it is estimated that the Austrian line has been broken to the extent of 100 miles. General Brussiloff's success has uncovered the German Right and the Austrian Left flanks, the latter commanding the approaches to Lemberg.

It is reported that Russian cavalry have appeared 25 miles south-east of Lemberg.

The Russians in Bukhovina have captured the head of the railway leading to Czernowitz.

RUSSIANS STILL ON OFFENSIVE.

ENORMOUS CAPTURES.

PETROGRAD, June 10th.

A *communiqué* states that the Tsar and M. Poincaré have exchanged the warmest telegrams over the Russian success.

The Russians continue the offensive, and are pursuing the Austrians. The Russians, after a series of actions with Austrian rear-guards, crossed the Styra above and below Lutsk, and followed on the heels of the enemy who are endeavouring to cling to positions in the rear. There has been heavy fighting for the hills near Tarnopol, which have changed hands several times.

The piercing of the enemy front in the Styra region resulted in our occupation of a fortified position on the eastern bank of the Styra. We occupied Buczacz and developed an offensive along the Dniester. The Russians captured a large artillery park of shells in the village of Potokzlotsa.

The Russians' captures total 1,240 officers, 71,000 men, 94 guns, 167 machine-guns and 53 mortars. The German mortars are busy around Dvinsk. German attacks in the Smorgon region were repulsed. The Turks were severely punished west of Trebizond.

Another message states that the Russians have captured a further 5,000 prisoners and eleven guns.

GENERAL.

[THROUGH REUTER'S AGENCY.]

GREECE NOT BLOCKADED.

MERELY "RESTRICTION OF COMMERCE."

SALONIKA, June 10th.

It is explained that the measure taken in regard to Greece is not a blockade, but a restriction of commerce. The coasting trade and fishing are still carried on.

[THROUGH REUTER'S AGENCY.]

THE AMERICAN PRESIDENCY.

MR. ROOSEVELT DECLINES NOMINATION.

CHICAGO, June 10th.

The Republicans have nominated Judge Hughes, practically unanimously, and the Progressives have nominated Mr. Roosevelt.

CHICAGO, June 11th.

Mr. Roosevelt has telegraphed the Progressive Convention declining nomination for President, and suggesting Senator Lodge as a compromise candidate.

JUDGES HUGHES' PROGRAMME.

WASHINGTON, June 11th.

Judge Hughes, in a telegram to Chicago accepting nomination, said he would have preferred to remain on the Bench, but it was his duty at this critical period in national history to obey the summons. He stood for the unflinching maintenance of the rights of American citizens on land and sea. The foreign relations of the United States had suffered incalculably from the weakness and vacillation shown towards Mexico. He thoroughly approved of a programme of preparedness, the restoration of protective import duties, and measures for the expansion of American foreign trade.

WASHINGTON, June 11th.

President Wilson has accepted Judge Hughes' resignation as a Supreme Court Judge on the latter accepting nomination as candidate for the Presidency.

THE ITALIAN GOVERNMENT.

VOTE OF CONFIDENCE REJECTED.

ROME, June 11th.

The Chamber, after a speech by Signor Salandra, in which he explained the military position in Trentino, rejected a motion for a vote of confidence in the Government by 197 votes against 138.

CONSCRIPTION IN NEW ZEALAND.

WELLINGTON, June 10th.

The House of Representatives has passed the third reading of the Conscription Bill by 44 votes to 4.

SCHOOL FOR ORIENTAL STUDIES.

LONDON, June 10th.

The School for Oriental Studies has been incorporated by Royal Charter. The Governors include Sir John Hewitt (Chairman), Sir Charles Lyall, and Lord May, representing the India Office and the Asiatic Society respectively, and representatives of the Foreign Office, War Office, Universities, the City of London, London County Council, and London Chamber of Commerce. The appointments are mostly for five years.

It is understood that the first meeting will be held before the end of June, and that the school will be started in the autumn. The alterations to the London Institution for the accommodation of the school are nearly completed.

DUTCH EAST INDIES LOAN.

THE HAGUE, June 10th.

The subscriptions to the new Dutch East Indian Loan of 89,000,000 guilders amount to over 145,000,000 guilders.

CHINESE TELEGRAMS.

PRESIDENT LI YUAN HUNG.

PEKING, June 9th.

The President drove in an open carriage this morning to take up office.

TO IMPROVE FINANCIAL SITUATION.

The Banks have released \$5,000,000 of the Salt surplus to improve the financial situation.

[Telegrams received on Saturday, and published in an "Extra" on Sunday, will be found on page 6.]

MEMORIAL SERVICE AT UNION CHURCH.

"THOUGH WORKERS PASS THE WORK GOES ON."

"A time comes when even the most indispensable of human props gives way, and a term is put to the work of even the greatest and most excellent. . . . The longer these outstanding figures are spared to us the more impossible it comes to seem that we should ever do without them. . . . and yet it is the more necessary that we should be compelled to let them go, for each generation must stand on its own feet and do its own work if it is ever to reach maturity. These words are part of an effective sermon preached by the Rev. J. Kirk Macdonald at the Union Church yesterday morning on the occasion of a service in Memoriam of the late Lord Kitchener and the victims of the naval victory off Jutland.

The preacher said that if those on whose experience and force of character we come to lean succeed in laying foundations, in pointing out pathways, and especially in training successors, they do their work. They have earned their rest, and it is expedient for us that they go away, leaving us to work out our own salvation, as in the end every generation must. A man's life was in a broad sense a failure if he really made himself indispensable, because a time comes when he must needs let go the reins, and then his work collapses. "As we are gathered here this morning we are making special remembrance of one on whom our country, our Empire, and its Allies placed the utmost reliance in the world crisis in whose throes we are. A few days ago came the news that the good ship *Hampshire*, which we in Hongkong knew well, had been mined far up in the North Sea, in weather so stormy as to preclude hope of many survivors, and that Earl Kitchener, the British Minister of War, and his staff had been on board. It was, of course, absolutely unexpected; it seemed incredible, yet it was true, and it was bitter to bear. For the moment, at any rate, a feeling of dismay pervaded most minds, reinforced, one might admit, by the reflection that the enemy would rejoice with glee over our calamity. Never since the war broke out has distress been written so plainly on men's and women's faces here, as far as my personal observation goes. Kitchener had gone in the ripeness of his experience, the fulness of his authority, and, so far as we know, in unabated possession of his powers. Coming so soon after the fight off Jutland, nothing was wanting to increase the sensitiveness of the public mind, and men felt that indeed it was dreadful news which they passed on with hushed voices—that Kitchener was no more.

"This is not the occasion to attempt any full estimate of his personality and career, even were the means of doing so at our disposal, which as yet they are not. In due time they will doubtless be given to his countrymen from some authoritative source. Blanks will be filled up, legends will be sifted, and we shall be able to see somewhat as he really was, this strong, silent man, who played a leading part in many events of which the full history is yet to be divulged. During more than 40 years he served the Empire in varied ways and in many regions with versatility and resource, with untiring industry, and devotion unstinted and unostentatious, also with a uniform success such as falls to the lot of few. We know that he met all duties with a devout mind, and that behind the strength and decision he showed among men there lay a spiritual worshipful toward God, for the man of action is known to have been also a man of prayer.

"Is it not open to us also to give thanks that he lived to see his work substantially accomplished, though we were fain he had been spared to witness its results? Deeply as we must deplore our loss it is not for us to call untimely the death of a soldier in the course of duty, after a prolonged period of gallant service, crowned, as his was, by a consummating achievement which, if no other could have initiated, others can at any rate carry on! The time has passed for even the most somnolent citizen of the British Empire to utter some magic name and flatter himself that all is well because Kitchener and Jellicoe are at their posts. There has been too much of that by far, and our illustrious dead would count their lives well expended if the sacrifice should help to make an end of apathy and break down the fool's paradise.

(Continued on next Column.)

KITCHENER OF KHARTOUM.

England! Let thy bugles blow;
Sound the "Last Post" sweet and slow;
All thy drooping banners furl;
Statesman, warrior, belted earl—
He is gone.

He who recked not praise nor blame;
He, the magic of whose name
Sowed the dragon's teeth that breed
Heroes in thine hour of need—
He is gone.

Iron will and brain to plan;
(India, Egypt, the Soudan)
Strength incarnate, silent, grim;
What, save Duty, called to him?
He is gone.

Courage, England! Do not weep;
Leave him to his last long sleep.
Though beneath the ruthless wave
Lies a lonely unknown grave,
Carry on!

Never stay to count the price;
Never heed the sacrifice:
He who swerved not from his vow.
Canst thou, durst thou, fail him now?
Carry on!

Let the spirit that he made
Fire thy soul and nerve thy blade.
Onward to the bitter end!
'Tis the watchword he would send.
Carry on!

ANON.

MACAO NOTES.

[FROM OUR OWN CORRESPONDENT.]

MACAO, June 9th.

Our Treasury is overflowing with money. Over a million is stored at the Banco Ultramarino. One hundred "contos" have found their way out of the Treasury and are now on their way to Lisbon under the name of "loan." The annual feast of Saint Antony will take place on Sunday, 18th inst. After the religious ceremonies there will be a bazaar in aid of the Italian Convent in the church grounds, and at night there will be illuminations, fireworks, bands, etc., weather permitting. The rain continues to fall in great abundance, and some of the streets are almost impassable.

TYPHOON WARNING.

The following telegram was received by the American Consulate-General, Hong Kong, from the Manila Observatory:—

6.10 p.m., June 10th

Cyclone or Typhoon over N. China sea, moving W.N.W. or N.W.

dise of complacency. The Goth is at the gates, and we must rely on no champion to beat him back. Life, liberty, and all that give them value are at stake, and the united powers of every man and woman of us are needed to the utmost to preserve them. The work which Kitchener so well began will be maintained by others who knew his plans. It is even possible that the plans may be developed with greater freedom and adaptability by others. To say that is not to suggest any criticism upon his work. No-one out here is competent to do that, but it has happened not seldom that the withdrawal from some field of action of a dominant personality has been wonderfully compensated in such ways. Though workers pass the work goes on. Our country is not so bankrupt of genius and experience as to have to depend overmuch on any single man, however able, honoured, and distinguished. We mourn the loss of a great man and a great War Minister, but we do so with calmness as he would have it done, and we honour him best by believing that his work will outlast his life and seeing that we continue it to a successful end."

The rev. gentlemen went on to say that they had also in grateful remembrance all who sailed with the late Lord Kitchener. He did not know how far the personnel of the ship's company had changed since she was on this station, but until lately it was partly at any rate the same, for recent news had been received of some of them who used to worship at that Church. Peace be upon them, and their comrades all! They also remembered those who took part in that critical fray off Jutland but did not live to see the victory their skill and daring helped to win. What did we not owe to our incomparable Fleet? Was it too much to say that under God the British Navy had saved civilisation? In that work it might well be that the recent action would prove the decisive point. We had not yet the full information needed for any wise forecasting of results, but so far it seemed clear that quite a small number of ships withstood the breaking out of the enemy's Battle Fleet until our own came up and forced the pirates to their lair. Pirates they were, and our losses were a light thing compared with what would have been inflicted on the world had that attempted outbreak been successful and those ruthless monsters let loose upon defenceless commerce and unprotected towns, to carry out the orders of their inhuman Government and meet the expectations of debauched public opinion amongst their countrymen. But the *Queen Mary* and her consort stood in the way, and again the world could breathe in peace, saved by the devotion of noble men. May we be worthy of them.

At the close of the service the organist (Mr. E. J. Chapman) played the Funeral March, the congregation reverently standing.

ECHOES OF THE SINN
FEIN RISING.TALK WITH A CAPTURED
"OFFICER."

"We were not badly led; we were misled." This was the statement made to me by one of the rebel "officers" who is now in custody (says a Press representative writing from Dublin). He is a young, intelligent, well-spoken fellow, dressed from head to foot in a green replica of a British officer's uniform. On Monday morning, he told me, orders were received by the Volunteers to assemble at certain appointed spots in the City, bringing their arms and provisions for eight hours. There was nothing astonishing in this, for similar parades had taken place on several occasions previously. But when they arrived at their stations they were surprised to find large quantities of ammunition ready to be served out, and still more surprised when they were told to occupy specified buildings and hold them at all costs, until May 2 or at the latest May 3, when a foreign army would land in Ireland and march to their assistance. He and many others frankly did not like the prospect, but they were to do it, and they could not desert their comrades. So they threw their services to the winds and went into the fight, with foreboding in their hearts.

A curious brassard was found on the arm of one of the prisoners. Until it was removed it seemed to be an ordinary armband, with a red cross printed on a white ground, but on examination it was found to be a folded handkerchief, on the hidden side of which were pictures of German cities, with the name of each printed underneath in German.

Of the long and deliberate preparation for the rising there is endless evidence. In Liberty Hall, stacks of guns of all patterns and vast quantities of ammunition were found by our troops when the rebels had been shelled out of the building. There were also boxes of sporting cartridge cases ready to be filled, a fact which gives some support to the theory that the outbreak was precipitated by the discovery and fanning of the German gun-runners.

Fiendish ingenuity was employed by the rebels in the manipulation of bullets so that they might inflict terrible wounds—bullets were reversed in the cartridge; grooves were cut down the sides in order that bullets should "mushroom" on impact; the points of softened bullets were blunted. For months past the rebels must have been making ready for the day when they would throw in their lot with Germany and stab, not England alone, but their own country in the back.

LOYAL IRISHMEN.

At a meeting of the Liverpool and South-West Lancashire branch of the United Irish League the following resolution was passed:

"This meeting, places on record its strongest possible condemnation of the insane action of a small section of irresponsible Irishmen in Ireland during the last few days. We denounce the proceedings as being a treacherous outrage on Ireland and Ireland's cause and also against all true liberty, in defence of which in this war against German barbarism thousands of Irishmen are now fighting."

We again affirm more strongly than ever our steadfast loyalty to the cause of the Allies and the Empire in the present life and death struggle on behalf of our own existence and for the freedom of small nations. We renew our wholehearted pledge of complete confidence in Mr. Redmond and the Irish Party and we invite Mr. Redmond to address a great public demonstration of his countrymen at the earliest possible moment in this the chief stronghold of Irish Nationalists in Great Britain.

GENERAL BOTHA'S MESSAGE.

Mr. Redmond has received the following telegram from General Botha:—
"Capetown, April 29.—Accept my heartfelt sympathy and regret that a small section in Ireland is jeopardizing the great cause. I hope the Irish people will follow your line of action, and that your policy will be successful.—Louis Botha."

A HOME-MADE ARMoured TRAIN.

A Special Correspondent of the *Daily Mail*, writing from a point near Enniscorthy, gives the following description of the approach of an armoured train sent by the military authorities to subdue the rebels there.

It was a home-made fighting machine slung together hurriedly, but very effectively, out of materials to hand. It consisted of an ancient but still serviceable engine in the proud charge of a richly humorous Hibernian. There were two or three steel trucks shackled to the engine, armoured with hastily pierced sheets of iron, and the whole amazing contraption was painted slate-colour. In the hindermost truck a tackle of scaffold-poles had been erected for the slinging aboard of a couple of quick-firers, and guarding these handy and mobile weapons was an emergency crew of placid Tommies, one of whom was enjoying the sunshine and the rest by reading a tattered copy of that literary masterpiece "The Vanished Bride." It will take me a long time to forget the bewildering effect of this incongruous scene—a khaki-laden armoured train endeavouring to advertise its importance, mingled with priests and peasants, church bells, fishermen, primroses, and speckled trout.

Presently a signal-bell, a huge Irishman with fringed whiskers stuck his head out of the window, called "Right away!" The crowd was moving away when another war scene moved into view—two trains, one of artillerymen and horses and the other with the guns and limbers of a light field battery with cases of ammunition piled on trucks, and the rear brought up by a huge 15-pounder with its great gun cocked skywards looking for trouble. Upon the truck bearing this monster was scribbled in black ink a box, all could see, the words, "The Enniscorthy."

Clearly, Enniscorthy was in for it. At Enniscorthy I learned officially had happened there. Taking advantage of the pig fair on Monday and

the cattle and sheep fair on the following day the rebels entered Enniscorthy in force, looted some shops, and held a few prisoners as hostages. They coveted greedily the commanding height of Vinegar Hill, but as they had no artillery to plant there they contented themselves with raiding and holding as much of the town as possible. There are persistent reports of furious fighting in and around the town, but I can hear of no casualties.

A counter-charge by the Royal Irish Constabulary dislodged the rebels from a part of the town. "Croppie pikes" (a relic of the old, home-made '68 arm) and blackthorns were freely used, but what there was of firing was ineffectual. An attempt to blow up the railway bridge was only partly successful, and only one man was held by the enemy outposts.

These conditions prevailed up to the last few hours. The arrival of the armoured train and the sudden and most shocking appearance of "Enniscorthy Emily" on the scene settled the hash of the enemy once and for all. "Enniscorthy Emily" is, by the way, the name given by her admiring and faithful crew to the deadly looking 15-pounder. "Emily" and the armoured train between them were too much for the rebels, who surrendered unconditionally during the day and gave up their arms. A consoling sequel to this is the official announcement: "There were no casualties." "Emily" is now released from one danger area (no longer dangerous) for demonstration in other quarters, should that be desired.

REBELS' MARCH ON GALWAY
CHECKED.

SHELLS FROM A DESTROYER.

The Press Association's Galway correspondent gives the following account of the situation there in the early days of the rising:

The Sinn Feiners, numbering 400, captured Orammore and made prisoners of the police. The sergeant defended himself with rifle and revolver, and was eventually rescued by a reinforcing party from Galway. Later on the Sinn Feiners marched on Galway, but were checked by shells from a destroyer, which had just arrived in the bay. That night a policeman named Whelan was shot dead, and the officer standing next to him had a narrow escape. He fired 12 shots at the enemy, and believes he wounded seven.

One hundred Fusiliers arrived two days later and marched to Athenry, but found that the Sinn Feiners had cleared away, and were encamped at Moyode Castle, 1,200 strong. At night some prominent persons were arrested. At the house of one of them the police found 600 sovereigns, and on others incriminating documents were found. A large number of soldiers were landed from a war-vessel. Bread was scarce in the town, which was completely cut off. The line to Dublin had been smashed up and all wires cut.

POLICE AMBUSHED NEAR
ASHBOURNE.

PLUCKY FIGHT AGAINST ODDS.

A news-agency correspondent at Belfast writes the following account of the ambushing of a body of police in County Meath by the rebels, with the result that eight police were killed and 17 wounded and the rest were obliged to surrender.

On Friday the Meath police authorities received information that the rebels had attacked Ashbourne Police Barracks. County Inspector Gray, District Inspector Henry Smyth (Navan), and a force of 50 constabulary left in motor-cars for the district. Near Kilmoon, which is on an eminence, and at the foot of which a small road branches off towards the village of Ashbourne, the police intended to get out of the motors and march to Ashbourne. The Sinn Feiners, however, had secreted themselves in a small grove by the roadside at a place called Raigate. They had entrenched themselves in the fields, and at each end of the road they had taken up a position for attack. Hardly had the police got out of the motors when a fusillade of bullets was sent into their midst. Sergeant O'Shanagher, of Navan, was shot through the heart almost as he was leaving the car.

The small police party at once took what cover they could beside the motors and near the ditches. The rebels, however, closed in from all directions, and sent a messenger to the County Inspector demanding the surrender of all his men. Inspector Gray declined and gave directions to his men to return the fire. Handicapped by their exposed position, the police nevertheless held their ground, and the County Inspector fell wounded and sent through both hands and part of the body. Several other casualties occurred among the police, and sniping proceeded for over four hours and a half. District Inspector Smyth was twice wounded, but, followed by a sergeant and some constables, he pluckily crept along the roadside ditch towards the rebels, who were gradually closing in. Sergeant Young, of Kilmoon, was next shot dead. Other constables were being hit, but one wounded policeman from beneath a motor-car continued to fire to the last.

Suddenly the rebels appeared on the ditch overhead, and the District Inspector fell dead with a bullet through his forehead. An unarmed chauffeur named Kepp, in the employ of Lord Conyngham, of Slane Castle, was shot in the leg by an explosive bullet. His leg was afterwards amputated, but they had expended their last cartridge, when, seeing that further resistance was useless, they surrendered. Seventeen constables were wounded, and the county inspector, two sergeants, one district inspector, and four constables were killed. The rebels took possession of the policemen's rifles and seized some of their equipment, but the men were afterwards released.

The rebels, who had with them a doctor and two nurses, attended to the wounded police, placed them in cars, and gave them a driver and sufficient petrol to take them to Navan. The leader of the rebels expressed regret at what had been done, and asked the police to remember that the Sinn Feiners were "the military of the Irish Republic," and that the police should not interfere with them when they were on active service.

THE CASEMENT TRIAL.

CHARGE OF HIGH TREASON.

DETAILED REPORT OF FIRST DAY'S
PROCEEDINGS.

At Bow-street Police Court on May 19th, as briefly recorded in our earlier columns at the time, Sir Roger Casement and Daniel Julian Bailey, a soldier, were charged with high treason on divers occasions between November 1st, 1914, and April 21st, 1916.

When the men were formally charged Casement declared that Bailey was innocent and that he wished to provide for Bailey's defence.

Bailey, who was arrested at the same time as Sir Roger Casement, was an Irish prisoner at Limburg (Germany), and accepted Casement's offer to assist the Germans. Bailey made a statement to the authorities that he was a reservist of the Irish Rifles. He was employed as a goods porter at the Paddington Railway Station, and was recalled to the colours at the outbreak of war. He went to France with the original expeditionary force, and was made a prisoner early in September, 1914.

Ladies, equipped with cushions and literature, arrived at Bow-street, at 1 o'clock in the morning. The police supplied coffee. Others assembled before 5 o'clock. Hundreds formed a queue before the court opened.

Sir Roger Casement arrived in a taxi-cab with an armed guard practically secretly.

MASS OF NERVES.

The opening thrill of the trial was the discovery that Sir Roger Casement was not the only occupant of the dock, but was accompanied by a red-haired, unkempt figure in a long waterproof coat over a khaki uniform. Casement walked slowly to the dock with head bent. He is tall and slim, and his grizzled hair was carefully brushed. Bailey, who is apparently an ignorant countryman, seemed dazed and bewildered. The prisoners had no communication with each other. Throughout the proceedings Casement was a mass of nerves, and his movements suggested the most acute mental strain. He was not still for two minutes together—now nursing his chin and gnawing his long, lean fingers, now writing copiously at great speed, and paying no heed to the proceedings, now leaning back and staring at the roof. His face is not only aristocratic and fine, but spiritual. He is thin to the bones, and is evidently desperately ill. He is a typical example of the mixture of idealism, emotionalism, headiness, fervour, and recklessness, which has been the curse of practical politics in Ireland for a century.

There was general laughter when a witness, in describing the reception of Casement's lectures, said that some of the soldiers called Casement "a renegade," and others said "up the pole." Another who was questioned about what Casement was doing in the prisoners' camps, replied, "Oh, he was spouting about." Casement told the Irish prisoners to "take no notice of our uncrowned king, John Redmond." As Casement left the dock, he delightedly recognised two women friends.

THE CROWN CASE.

Sir F. E. Smith, K.C. (Attorney-General and Mr. Bodkin, K.C., appeared for the Crown; and Mr. Arctus Jones, K.C., and Professor J. H. Morgan for the defence.

The Attorney-General's opening statement was not dramatic, and he spoke quietly and in a conversational tone of the most adventurous events.

Sir F. E. Smith divided the case into three parts:—(1) The attempt to form an Irish Brigade; (2) Germany's organisation of the hostile expedition; and (3) the actual landing. The Attorney-General throughout did not refer to Casement as "Sir Roger," but as "the prisoner, Casement." Sir F. E. Smith made great play in reading a letter to Casement from Lord Edward Grey (Secretary of State for Foreign Affairs) in June, 1911, when he said he was much moved by the King's decision to confer the honour of Knighthood. The letter began, "Present my humble duty to His Majesty, and convey my deep appreciation of the honour." Sir F. E. Smith thereafter compared these professions with Casement's actual traitorous doings. The Attorney-General then outlined Casement's history. The evidence, he said, would show that in January, 1915, Casement repeatedly addressed the Irish prisoners at Limburg camp, describing himself as an organiser who was forming an Irish brigade. Casement invited the prisoners to join the brigade, and emphasised that everything could be gained for Ireland by Germany winning the war. Irish soldiers had the best opportunity they ever had of striking a blow for their land. All joining the brigade would go to Berlin as the Government's guests.

In the event of Germany winning the sea battle, Casement promised to land the brigade in Ireland. In the event of Germany losing the battle, every man would receive from £10 to £20, and a free pass to America.

"I am proud to say," said Sir F. E. Smith, "that the majority treated Casement with contempt. On one occasion he was hissed and 'booed' out of the camp. He was only saved from violence by his escort of Prussian Guards."

Here Casement smiled and glanced at his fellow-prisoner. Continuing, Sir F. E. Smith said the prisoners who refused the proposal were punished by a reduction in their rations. A few who were seduced from their allegiance received certain privileges, and were given a green uniform decorated with a harp. Bailey was one of these.

IN RUINED FORT.

Bailey, said the Attorney-General, had been promoted to the position of sergeant in the German-Indian brigade, which was intended to raise an insurrection in Ireland. Bailey had made a statement to the police on April 21st asserting that altogether 50 Irish prisoners had accompanied Casement to Berlin, where they went to the War Office and later proceeded to Wilhelmshaven. Casement, himself, and a third Irishman named Monteith had gone on board U20 and sailed for Ireland. They were forced to return to Heligoland owing to an accident. They eventually (Continued on next column.)

YPRES IS A NAVAL BATTLE.

BRITISH SEA POWER v. MILITARY
TYRANNY.

"More men of the British and Irish race have died in battle about Ypres than about any other place in the world, says the *Manchester Guardian*. Yet there has been very little plain speaking about the reason why and the real significance of the place in English history. Hastings, Crecy, Plassey, and Quebec each stands for something in English history.

Does Ypres stand for something equally definite? And in any case, why are we fighting so desperately for the possession of a Belgian town? Is Ypres just a stick to beat Germans with, or is there some other good reason why we should be fighting there rather than elsewhere?

The true inwardness of the situation seems to be that Ypres is really a naval battle. No doubt the fighting has come about there by a chain of events that are purely military, but the real reason why our army is fighting there is that it is against our interest as a sea power to let the Narrows fall into the possession of a naval rival. Ypres is just as much a naval battle as Edward III.'s Battle of Sluys, on the coast not far away. The Germans, indeed, used to call the fighting for Ypres the battle for Calais, and that is what it still is. Their first plans for the invasion of France took no account of Flanders; it was only later, when they realised how dangerous our intervention was likely to be on land, that they occupied Antwerp and descended along the Belgian coast towards the Narrows. And there is reason to believe that the first desperation of their attacks on Ypres had some connection with their plans for a submarine blockade of the British Isles which, though it was not proclaimed till three months later, had already shaped itself in their minds. Nothing is so certain as that if the Germans were to win in the West they would keep possession of the French side of the Narrows, even though they evacuated all the rest of Belgium and France, and hold it as one of the keys to the outer world.

Ypres, then, is more to us than the name of a town in Belgium. It is the symbol of British sea power against a Continental military tyranny, and that is the real reason that we are fighting there.

Ypres is the symbol but not, of course, the seat of sea power. The fight would be for the same object if it were ten miles north-east or south-west. The reason that it has centred round Ypres is that that is the point of equilibrium between the German drive to the south and the British drive to the north. It is difficult to appraise value in the course of a war, but we think that the value of the British defence of Ypres has been as much underestimated as the value of our services in the retreat from Mons and the battle of the Marne has been over-estimated.

reached the Irish coast at Tralee (on the coast of Kerry). The three entered a collapsible boat, and landed at one o'clock in the morning with ammunition, which they buried in the sand. Bailey added that he overheard a submarine was piloting a Wilson liner to Tralee, carrying 2,000 rifles, several millions rounds of ammunition, 10 machine guns, and bombs. A labourer named Hussey saw a light flash seaward, and the collapsible boat shortly afterwards came towards the shore.

The Attorney-General said that Casement was found hidden in a ruined fort, and gave the name of Richard Morton. Later in London, he confessed his identity. Divers have since discovered that the vessel sunk on the Irish coast was named the *Aude*, and carried Russian rifles of the 1905 pattern.

FIRED A SHOT.

The *Aude* at first refused to accompany the naval sloop *Bluebell*. The latter then fired a shot across her bows, and the *Aude* followed until near Queenstown, when the *Aude* stopped. The *Bluebell* saw white smoke issuing from the side. Two German insignia were broken. The crew took to the boats and hoisted the white flag. The *Aude* sank quickly. The police found in the sand at Tralee mauls, ammunition, flashlights, maps, and a railway ticket from Berlin to Wilhelmshaven, dated April 12, confirming Bailey's statement: also a flag which the Attorney unfolded in court—a yellow castle on a green background. Casement, while en route to Ardara Barracks, dropped a paper containing a code relating largely to the despatch of rifles and ammunition by ships.

CASIMENT ATTACKED.

John Robertson, a returned Army Medical prisoner, gave evidence that Casement addressed the Irish prisoners at Limburg. One prisoner attacked Casement. About 50 joined the Irish brigade.

Robertson added that Irish prisoners were better treated than the English. Pamphlets and manifestoes were circulated recounting Ireland's grievances. One manifesto said: "You fought for Belgium, though it is not more to you than Flanders." He was asked to sign a form declaring his willingness to fight for Ireland on the side of Germany.

John Cronin, of the Munster Fusiliers, gave evidence that Irish prisoners in Germany were badly treated until Casement appeared. Then things improved, but prisoners who did not join the Irish Brigade were not allowed bread.

William Egan said there were 3,500 Irish prisoners at Limburg.

Other Irish soldiers gave evidence that after the Munsters looted and assaulted Casement, several were punished and their rations were curtailed. Father Nicholson, an American priest, accompanied the brigade. A sergeant-major in the Dragoons was sent to the punishment camp for calling Casement a traitor.

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100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES

throughout the Shops ranging to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

ASKED FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES

HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Management can be seen between the hours of 11 A.M. and 12 Noon

at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS

Telegraphic Address—"TAIKOO DOCK"

Telephone No. 212

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

OFFICIAL AGENTS TO THE PHILIPPINE GOVERNMENT.

PEKING-HONGKONG-MANILA-SHANGHAI-YOKOHAMA.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and

TRANS-SIBERIAN RAILWAY

TOURS arranged to ALL PARTS of the WORLD

BAGGAGE collected, forwarded and insured at lowest rates

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASH PAID

FOREIGN MONIES Exchanged.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing Sailings and

Fares from the Far East to all parts of the World, will be forwarded free on application.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 19th April, 1915.

723

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE

PROPOSED SAILING

From Hongkong Connecting with From Colombo

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, sailing at MAURITIUS on route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong, S.S. "JESERIC" About 15th June.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For Steamer Sails.
LONDON ... "CITY OF VIENNA" ... On 18th June.
LONDON & SWANSEA ... "CITY OF BOMBAY" ... On 22nd July.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.
For rates of freight and further information apply to

THE BANK LINE, LTD.,

OR TO BRIS & Co., CANTON.

GENERAL AGENTS

Hongkong 11th April, 1916.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR TO SAIL
SAIGON ... "HUNAN" ... On 12th June, Noon.
HAIPHONG ... "SUNGKIANG" ... On 13th June, 10 A.M.
NINGPO, CHEFOO & NEWCHANG ... "HOHHOW" ... On 13th June, Noon.
MANILA, CEBU and ILOILO ... "TAMING" ... On 13th June, 4 P.M.
SHANGHAI ... "SUNGKIANG" ... On 13th June, 4 P.M.
SHANGHAI ... "YINGCHOW" ... On 15th June, 4 P.M.

DIRECT SAILINGS TOWEST RIVER. Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
S.S. "ANHUI," "CHENAN," "LUOWEN," "YINGCHOW," "SHANTUNG," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 12th June, 1916. TELEPHONE 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in saloons and cabins and excellent cuisine.

SWATOW, AMOY AND FOOCHOW AND RETURN.

Occasionally at 9 to 10 Days

STEAMSHIP CAPTAIN LEAVING
"HAITAN" ... Capt. J. S. Thomson ... TUESDAY, 13th June, at 2 P.M.
"BAIHONG" ... Capt. J. W. Evans ... FRIDAY, 16th June, at 2 P.M.
"HAICHING" ... Capt. W. C. Passmore ... TUESDAY, 20th June, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LARBAIK & Co.,
GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD
S.S. "JAPAN," 6,013 tons, Captain G. P. Soddan, will be despatched for SHANGHAI, KOBE and MOJI on 21st June.

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
AGENTS
Hongkong, 10th June, 1916.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hongkong Noon	Connecting Mail St. from Colombo	Due at Marseilles 1916	Due at London 1916
NAGOYA	June 16	KHYBER	July 17	July 24
NYANZA	June 29	Through Steamer	Aug. 18	Aug. 18
NELLORE	July 14	Through Steamer	Sept. 1	Sept. 10
NANKIN	July 28	Through Steamer	Sept. 11	Sept. 18
SOMALI	Aug. 11	KAISAR-I-HIND	Sept. 23	Oct. 2
NORE	Aug. 25	MOHITAN	Oct. 9	Oct. 16
MALTA	Sept. 8	ASHGAR	Oct. 26	Nov. 4
NAMUR	Sept. 22	Through Steamer		

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved to Hongkong at the time of Booking.

On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	LEAVE HONGKONG ABOUT
NELLORE	THURSDAY, 22nd June.
NANKIN	SATURDAY, 1st July.
NOVARA	SATURDAY, 15th July.
NORE	SATURDAY, 29th July.

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong about	Leave S'PORE about	Due at Marseilles if calling about	Due at London about
NOVARA	Aug. 16	Aug. 21	Sept. 20	Sept. 20

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets interchangeable with the British India Co.
Round-the-World Tickets and Through-Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
E. V. D. PARK,
Acting Superintendent.

NIPPON YUSEN KAISHA. THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DEPARTMENTS	TONS	SAILING DATES
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	\$ KATORI MARU Capt. Nagaoka	21,000	THURSDAY, 22nd June, at Noon
	\$ KASHIMA MARU Capt. Tanaka	21,000	THURSDAY, 6th July, at Noon
VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	\$ SADO MARU Capt. Asakawa	12,500	TUESDAY, 27th June, at 4 P.M.
	\$ SHIDZUKA MARU Capt. Nagaoka	12,500	WEDNESDAY, 19th July, at 4 P.M.
SYDNEY and MELBOURNE VIA MANILA, BANGALANG, ISLAND, TOWNSVILLE and BRISBANE	\$ TANGO MARU Capt. Takano	13,500	WEDNESDAY, 14th June, at 4 P.M.
	\$ NIKKO MARU Capt. Takada	9,800	FRIDAY, 14th July, at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	\$ CRYLON MARU Capt. Tada	10,000	FRIDAY, 16th June
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	\$ YETORU MARU Capt. K. Ogura	8,500	TUESDAY, 13th June
SHANGHAI and KOBE	\$ COLOMBO MARU Capt. Nomura	8,000	THURSDAY, 15th June
SHANGHAI, MOJI and KOBE	\$ TOTOMI MARU Capt. Fujio	8,000	WEDNESDAY, 14th June
NAGASAKI, KOBE and YOKOHAMA			
SHANGHAI, KOBE and YOKOHAMA	\$ MISHIMA MARU Capt. S. Wada	16,000	THURSDAY, 15th June, at 10 A.M.

SOME PRINCIPAL FARES.

To London 1st Single Yen 650	To London 2nd Single Yen 430
Return " 975	Return " 650
To London, via New York	
1st Single \$67.20	
1st Return \$66.10	
To Victoria, Vancouver, Seattle	
1st Single \$30	
1st Return \$24	
To Sydney, 1st Single \$40	To Melbourne, 1st Single \$41
1st Return \$32	1st Return \$31.16
To Yokohama, 1st Return \$150	To Kobe, 1st Return \$135
2nd " 90	2nd " 83

ROUND-THE-WORLD, Tour No. 1 \$112.8. Tour No. 2 \$111.17.

For Further Information as to Freight, Sailings, &c., apply to—

B MORI MANAGER

TELEPHONE Nos. 292 and 1941.

TOYO KISEN KAISHA. SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

JAPAN AND HONOLULU			
Sailings from Hongkong—Subject to change without Notice.			
Steamer	Tons and Speed.	Leave Hongkong.	
* DAIREN MARU	9,600 — 12 knots	SUN., 18th June Noon.	
* PERSIA MARU	9,000 — 14 knots	TUES., 4th July 10.30 A.M.	
* KWANTO MARU	8,000 — 12 knots	SATUR., 8th July Noon.	
* KIYO MARU	17,200 — 14 knots	TUES., 11th July Noon.	
TENYO MARU	22,000 — 21 knots	TUES., 18th July Noon.	
* JINYO MARU	8,000 — 12 knots	WED., 16th July Noon.	
* NIPPON MARU	11,000 — 15 knots	TUES., 1st Aug. 10.30 A.M.	
SHINYO MARU	22,000 — 21 knots	TUES., 15th Aug Noon.	
		* Cargo only.	

* Via MANILA, (without transshipment) Proceeding to South American Ports.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK £60. " " " £68.
" " " SAN FRANCISCO £45. " " " £48.

Passengers purchasing Trans-Pacific Return Tickets have the option of retaining from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO. SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.
Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BAILEA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

TRANS-ANDAN ROUTE TO BUENOS AIRES. Sails
KIYO MARU ... 17,200 — 14 knots ... TUESDAY, 11th July.
For Full Particulars as to Passage and Freight, apply to—
K. DOI, ACTING AGENT,
King's Building. [213]
TELEPHONE 991.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.
FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD
For SHANGHAI, KOBE AND YOKOHAMA ... PAUL LECAT ... On or about 17th June.
HOMEWARD
MARSEILLES VIA SAIGON and PORTS (Without Transshipment) ... MAGELLAN ... On or about 27th June.

Subject to immediate alteration without notice.

SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co. for return journey.
FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00.
For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

TELEPHONE 740



O. S. K. OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA,
VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI and YOKOHAMA.

* "MANILA MARU" ... THURSDAY, 22nd June, at 3 P.M.
† Omitting Shanghai and Nagasaki. * Omitting Manila and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG, AND COLOMBO.

"SAIGON MARU" ... T. Yamaguchi ... WEDNESDAY, 28th inst., at 7 A.M.

JAVA-LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOERABAYA, SAMARANG, BATAVIA AND SINGAPORE.

"NITAKA MARU" ... THURSDAY, 29th June, at Noon.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

"SOSHU MARU" ... WEDNESDAY, 21st June, at 9 A.M.

† Proceeding to Amoy and Takao.
† Proceeding to Tamsui and Keelung.
These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.
For FURTHER INFORMATION, apply to—

H. YAMAUCHI,
MANAGER,
No. 1, Queen's Building.

TEL. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPER	10th June	On 1st July, 11 A.M.
EASTERN	3rd July	On 27th July, 11 A.M.

All Steamers fitted with wireless telegraphy.
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried.
For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS

